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1950
v.5
Suppl.
SUPPLEMENT No. 2—1954

RELATING TO THE

Mediterranean Pilot
VOL. V

FOURTH EDITION, 1950

CORRECTED TO 23rd JULY, 1954

WILSON
ANNEX

Whenever reference is made to the Pilot,
this Supplement must be consulted

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LONDON

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Agents for the Sale of Admiralty Charts

1954

Gratis to purchasers of Mediterranean Pilot, Vol. V

ADVERTISEMENT TO SUPPLEMENT No. 2

This supplement has been compiled by Commander H. V. Silk, R.N., from information received in the Hydrographic Department of the Admiralty, relating to the Mediterranean Pilot, Vol. V, Fourth Edition, since its publication in 1950.

It should be retained intact for reference ; its existence is to be noted on the tabular form inside the cover of the Pilot.

Whenever reference is made to the Pilot, the Supplement must be consulted.

【Attention is drawn to the portions which differ from the previous Supplement and which are indicated in the following manner :—

Additions and alterations are enclosed by broad square brackets in heavy type.

Deletions are indicated by a heavy horizontal line.】

【Supplement No. 1, 1952, is hereby cancelled and all】 information affecting the Mediterranean Pilot, Vol. V, 1950, contained in Notices to Mariners, up to and including No. 1671 of 1954, has been embodied in this Supplement ; for temporary and preliminary Notices to Mariners affecting this edition, the list of temporary and preliminary Notices to Mariners in force, published monthly in the weekly complete edition of the Admiralty Notices to Mariners, should be consulted.

A. DAY,

Vice-Admiral,

Hydrographer of the Navy.

Hydrographic Department,

Admiralty, London,

23rd July, 1954.

~~1562986~~

relating to

Mediterranean Pilot

VOL. V

FOURTH EDITION

(Corrected to 23rd July, 1954)

CAUTION on front cover.—Line 3: For “ 16 ” read “ [19] ”

Line 14: Delete and substitute :—

“ No. 3 OFFICIAL RADIO MESSAGES TO BRITISH ”

Line 31: For “ W/T AND R/T ” read “ RADIO ”

After line 44 insert :—

No. 17 REPORTS OF SHOALS OBTAINED BY ECHO SOUNDING.

No. 18 AREAS DANGEROUS DUE TO MINES.

[No. 19 THE INTERNATIONAL HYDROGRAPHIC BUREAU]

CAUTION (To face page ii).—Tenth paragraph.—Line 1: For “ steam ” read “ power ”

Page vii.—Delete the following views :—

Rās Agedir beacon	.	.	.	.	.	.	39
Sidi Ali marabout	.	.	.	.	.	.	41
Sidi Bilal tower	.	.	.	.	.	.	43

Page viii.—Fourth line from bottom of page: For “ Tyre ” read “ Sour ”

[Below “ Coast south-westward of Tropoli, etc.” insert :—
Coast in the vicinity of Sidon . . . 207]

Page ix.—Delete “ Bengàsi lighthouse.”

Delete “ Homs mole head light-structure.”

[Below “ Tagiùra, Punta, lighthouse ” insert :—
Tòbruch light-structure.]

Page xi.—After “ Burun, Burnu ” insert “ (Abbr., Br.) ”

[Page xvii.—Above the page heading insert :—

LAWS AND REGULATIONS APPERTAINING TO NAVIGATION.

While, in the interests of the safety of shipping, the Admiralty make every endeavour to include in their hydrographic publications details of the laws and regulations of all countries appertaining to navigation, it must be clearly understood :—

- that no liability whatever can be accepted for failure to publish details of any particular law or regulation, and
- that publication of the details of a law or regulation is solely for the safety and convenience of shipping and implies no recognition of the international validity of the law or regulation.]

Page xviii.—Line 14 : *Delete and substitute :—*

“(ii) Prior to 1954, when a chart was corrected from information which was”

Line 16 : *For “is” read “was”*

Line 18 : *For “are” read “were”*

Line 24 : *For “indicate” read “indicated”*

Line 25 : *After “respectively” insert “which would appear on later printings”*

Line 27 : *For “are” read “were”*

Line 28 : *For “are” read “were”*

Line 29 : *For “may” read “might have been”*

Line 32 : *For “does” read “did”*

After line 32 insert :—

(iii) Since 1954, in order that more attention may be given to New Editions, Large Corrections and corrections by Notices to Mariners, and for other reasons, the making of minor corrections to Chart plates as in (ii) has been discontinued. Information of no importance to safe and convenient navigation is instead recorded for inclusion in the next New Edition or Large Correction ; or, for promulgation in a later Notice to Mariners should a change of circumstance alter the importance of the information.

In consequence the small correction date enclosed in a rectangle does not appear later than 1953 on navigational charts. The date within brackets may still appear and is then an indication that magnetic compasses have been corrected for a change in variation.]

Page xxi.—Lines 4-6 : *Delete “Matter” to “brackets.” and substitute :—*

New and amended information appearing in the Supplements for the first time is indicated by square brackets, and deletions from the previous Supplement are indicated by horizontal lines.

Lines 16-17 : *Delete “published” to “month” and substitute “normally published annually”*

Line 18 : *For “will not be” read “are not”*

Lines 20 and 22 : *For “will be” read “is”*

Line 25 : *For “will be” read “are”*

Line 33 : *Delete “found”*

After line 33 insert :—

All temporary information is now incorporated in Admiralty Lists of Lights. The word “**Temporary**” is printed against such information in heavy type in Column 10.]

Line 42 : *For “in three volumes” read “as follows :—”*

Lines 45-47 : *Delete “radio,” to “ships”*

Lines 49-51 : *Delete “, radiobeacons” to “signals” and substitute “and radiobeacons, including air radiobeacons useful to ships ; also stations giving QTG service and calibration stations”*

Line 53 : *After “III” insert “(Part A)”*

Line 55 : *Delete and substitute :—*
“relevant codes.

Volume III (Part B).—Meteorological observation stations.
(Note : Future editions of Parts A and B will be known as Volumes III and IV, respectively.)

Page xxi continued.

Volume V.—Comprises particulars of radio time signals, Uniform time system, navigational warnings and position fixing systems (Decca, Loran, Consul, etc.).”]

[Page xxii.—Lines 1-4 : *Delete and substitute :—*

All corrections subsequent to the date of publication are promulgated in Section VI of the Weekly Complete Edition of Admiralty Notices to Mariners.]

[Page xxiv.—Lines 55-56 : *For “astronomical” read “geographical”*]

[Page xxv.—Line 3 : *For “an astronomical” read “a geographical”*]

[Line 12 : For “astronomical” read “geographical”]

Index to Admiralty published charts, S.D.49, facing page 1.—

Insert new [charts] as follows :—

Chart No. 2796 between :—

Lat. 35° 08' N. and Lat. 35° 19' N., and Long. 35° 53' E. and Long. 36° 02' E.

[Chart No. 775 between :—

Lat. 34° 27' N. and Lat. 34° 19' N., and Long. 32° 05' E. and Long. 32° 47' E.]

Page 7.—Line 27 : *For “Tyre” read “Sour”*

Line 44 : *For “20°” read “29°”, and for “35°” read “33°”*

[Page 13.—Line 15 : *For “Italy” read “Libya”*]

[After line 18 insert :—

Turkey.—The Turkish Government has accepted in principal the new International Uniform System of Buoyage agreed at the London Conferences of 1933 and 1936, but it is probable that the complete change-over in all Turkish waters to the new System may take some time to complete. Mariners are warned that both the old and the new Systems may be met with in Turkish waters for some time to come. The body of this volume should invariably be consulted for all details of buoyage at particular places.]

[Line 19 : Delete “Turkey.—”]

[Lines 22-23 : Delete and substitute :—

Starboard hand buoys are black conical, with or without a cone topmark ; *port hand* buoys are red cans, with or without a can topmark.]

[Line 31 : For “are white” read “are green”]

Page 14.—[After line 42 insert :—

“LIFE-SAVING.—Lifeboats and Life-saving appliances form the principal means adopted for saving life.

The line-throwing apparatus, the principal life-saving appliance, can often be used with effect when a lifeboat is not available ; its success, however, depends largely upon an intelligent co-operation on the part of the crew of the stranded vessel.

Page 14 continued.

Signals.—In accordance with the International Convention for the Safety of Life at Sea, 1948, Chapter V, Regulation 16, the following signals shall be used by life-saving stations when communicating with ships in distress and by ships in distress when communicating with life-saving stations :—

(a) *Replies from shore station to distress signals made by a ship :—*

Signal	Signification
By day.—White smoke signal	} “ You are seen—assistance will be given as soon as possible.”
By night.—White star rocket.	

(b) *Landing signals for the guidance of small boats bringing away the crew of a wrecked ship :—*

Signal	Signification
(i) By day.—Vertical motion of a white flag or the arms. By night.—Vertical motion of a white light or flare. A range (indication of direction) may be given by placing a steady white light or flare lower and in line with the observer.	} “ This is the best place to land.”
(ii) By day.—Horizontal motion of a white flag or arms extended horizontally. By night.—Horizontal motion of a white light or flare.	
(iii) By day.—Horizontal motion of a white flag, followed by the placing of the white flag in the ground and the carrying of another white flag in the direction to be indicated. By night.—Horizontal motion of a white light or flare, followed by the placing of the white light or flare on the ground and the carrying of another white light or flare in the direction to be indicated.	} “ Landing here highly dangerous. A more favourable location to land is in the direction indicated.”

(c) *Signals to be employed in connection with the use of shore life-saving apparatus :—*

Signal	Signification
(i) By day.—Vertical motion of a white flag or the arms. By night.—Vertical motion of a white light or flare.	<i>In general</i> —“ Affirmative.”
	<i>Specifically</i> :—
	“ Rocket line is held.”
	“ Tail block is made fast.”
	“ Hawser is made fast.”
	“ Man is in the breeches buoy.”
	“ Haul away.”

Line 47: For "altitude" read "elevation"]

Line 50 : For " White " read " white "

[Lines 48-49: Delete "28" to "1926" and substitute "17 of the International Sanitary Regulations"]

Page 16.—Line 6: *For "Tyre" read "Sour"*

Page 10: Line 9: For "Vol. II" read "Vol. V"]

【Page 24.—Lines 55-56 : For “ astronomical ” read “ geographical ”】

Page 25.—Line 3: For "an astronomical" read "a geographical"]

Line 12: For "astronomical" read "geographical"

Page 28.—Line 1: *For* “ Khoms, also known as Homs ” *read* “ Homs, also known as Khoms ”

Views facing page 38.—*Delete* views of Homs Mole Head light-structure.

Under caption of Rās el-Hallab lighthouse insert :—

(Structure altered, 1951, *see* amendment to text on page 50.)

Views facing page 39.—*Delete* [the views of Bengàsi lighthouse and Tolemaida, Rās Aamer, Apollonia and Rās el-Hilāl light-structures.

Insert the new views of Rās Aamer, Rās el-Hilāl and Tòbruch light-structures facing this page of the Supplement.

Page 39.—Line 1 : *Delete.*

Line 3: *Delete* " **Beacons.—**"

【Lines 13 and 17: *For "red" read "black"*】

Lines 16-17: *Delete* "white" to "beacon," and *substitute* "small cairn with a spherical topmark."

Delete view of Rās Agedir beacon.

Page 40.—Lines 3-4: *Delete* "About" to "tree."

Lines 6-8: *Delete* "on" to "high,"

Line 26: *Add*:—In May, 1951, the light-buoy was reported to be missing.

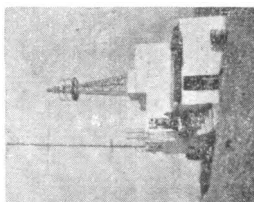
Line 29: *For " ruins " read " frontier police post, situated in the buildings "*

Line 31: *Delete* “, partially demolished,”

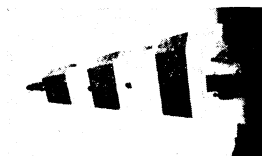
To face page 39 of Book.
 " " " 6 of Supplement.



*Ras el-Hilal
light-structure.*
 (page 75.)



*Tobruk
light-structure.*
 (page 81.)
 (Originals dated 1953.)



*Ras Amer
lighthouse.*
 (page 74.)

Page 41.—*Delete* view of Sidi Ali marabout.

Lines 7-8 : *Delete* and *substitute* :—

“ is situated a small domed building close to the ruins of a house ; it forms a good landmark.”

Line 36 : *Add* :—In 1951, there was a gap near the root of the northern mole, as a result of which the quay had been almost destroyed by the sea.

Line 44 : *Add* :—Within the harbour, the bottom is covered with dead weed and soft mud, and the holding ground is poor.

Line 46 : *After* “ obtained ” *insert* “ in small quantities from the town of Zuara, about 2 miles distant from the port ”

Line 47 : *Delete*.

Page 42.—Line 14 : *For* “ three brick ” *read* “ four thin iron ”

Lines 22-29 : *Delete* and *substitute* :—

Light.—Beacon.—A light is exhibited, at an elevation of 65 feet (19^m8), from a 6-foot (1^m8) red iron framework structure standing on a white square concrete hut with black bands, 11 feet (3^m4) in height, situated about [7] cables westward of the tunny fishery buildings. A beacon, consisting of a white square concrete structure with black stripes, about 10 feet (3^m0) in height, stands nearly a cable northward of the light-structure.

Lines 39-41 : *Delete* “ A ruined ” to “ marabout.” and *substitute* :—The ruins of a Roman amphitheatre, now partially rebuilt, lie on the slope of a hill about [3] miles east-south-eastward of Marsa Zuaga light-structure ; the ruins stand out against the skyline, particularly from eastward and westward, and [are conspicuous.] Westward of the amphitheatre there are some wind-motors and a white marabout.

Line 43 : *Delete* and *substitute* :—

“ The white buildings of a tunny fishery stand close to the beach about half a mile westward of the ”

Page 43.—*After* line 1 *insert* :—

Eastward of Marsa Sabràtha the coast is comparatively steep-to with irregular patches of rock on and below the waterline. A coastal ridge of sandy rock, sparsely covered by grass, with occasional patches of low cliff, rises fairly steeply from the shore, attaining elevations of about 80 feet (24^m4) near Sabràtha and from 120 to 130 feet (36^m6 to 39^m6) about 20 miles farther eastward ; behind this ridge lie the main coastal road and railway, beyond which lies a cultivated area.

Delete view of Sidi Bilāl tower.

Lines 18-24 : *Delete* “ 6 ” to “ buildings ” and *substitute* “ 5 miles farther eastward there is a low fort which covers the summit of a hill near the shore. Close eastward of this fort there is a detached concrete look-out tower ; about 3½ miles farther eastward there is a small white domed building, stapding near the summit of a hill close to the sea, which is a prominent object when the sun is shining on the dome.

The white buildings ”

Line 26 : *Delete* “ about ” to “ Suleiman,”

Line 29 : *For* “ 40.” *read* “ 16.”

Line 47 : *After* “ The ” *insert* “ main light-tower (page 44), situated near the root of the outer breakwater (see view facing page 38) ; the ”

[Line 53 : *For* “ westward ” *read* “ eastward ”]

Page 44.—Line 2: For “light-grey” read “white”

Lines [17]-19: Delete [“(Karamanli)”] to “head”

Line 22: For “1950” read “1952”

[Line 23: For “230 feet (70^m1)” read “280 feet (85^m3)”]

Line 24: For “30 feet (9^m1).” read “28 feet (8^m5).”

[Line 28: Delete “(Kaliyusha)”]

Lines 33-35: Delete [“a least” to “breached” and substitute “depths of from 8 to 18 feet (2^m4 to 5^m5) over it, extends about half a cable north-eastward and 1½ cables east-south-eastward of the”]

[Line 36: For “three” read “two”]

Line 37: _____

[Lines 37-38: Delete “less” to “(7^m3)” and substitute “from 3½ to 4½ fathoms (6^m4 to 8^m2)”]

Line 41: Delete “leading” to “pair” and substitute “structure of the eastern pair of leading lights”

Lines 46-47: Delete “, including” to “harbour,” and substitute “in the harbour, consisting mainly of semi-dispersed wrecks,”

Line 48: For “113 feet (34^m4)” read “116 feet (35^m4)”

Page 45.—After line 8 insert:—

Several other lights are exhibited, at various elevations, from the heads of moles and jetties.

Lines 32-33: Delete.

Line 34: For “can” read “[barrel]”

Line 37: For [“conical” read “can”]

Line 40: For “one-and-a-half seconds” read “second”

Line 42: _____

[Lines 42-43: Delete.]

Page 46.—[Line 19: Add:—No. 4 mooring buoy, about 3½ cables southward of the head of the northern breakwater, is the only one for a large vessel.]

Lines 42 and 51: For “pendant” read “flare”

Lines 43 and 45: For “blockship” read “signal hut”

Page 47.—Lines 5-6, 13: For “Bushbeila” read “Bushbuleila”

[Lines 8-9: Delete.]

Lines 52-53: Delete and substitute:—

[On the north-eastern side of Banchina Cagni there is about 500 feet (152^m4) of berthing space, with a depth, in 1952, of about 24 feet (7^m3) alongside.

Molo Vittorio], about one cable in length, projects south-south-eastward from Molo Principale, about 1½ cables north-eastward of Banchina Cagni; depths alongside are irregular.

Page 48.—Lines 2-3: Delete.

Line 6: Delete.

Lines 7-8: For “8 feet (1^m2 to 2^m4)” read “6 feet (1^m2 to 1^m8)”

Line 9: Add:—In 1951, the approach to this quay was foul on account of obstructions.

Lines 11-12: Delete “Police” to “(61^m0)” and substitute “a boat pier, 350 feet (106^m7)”

Page 48 continued.

Line 13: *Add* :—The harbour offices are situated at the root of this pier.

Lines 14-21: *Delete* " 17 " to " jetty." and *substitute* " 3 to 17 feet (0^m9 to 5^m2) alongside, is situated about half a cable southward of the boat pier."

Lines 23-25: *Delete* " landing." to " end." and *substitute* " landing ; it has a depth of 4½ feet (1^m4) at its head."

Line 26: *For* " 7 feet (2^m1) " *read* " about 2 feet (0^m6) "

Line 37: *Delete* " There " to " craft." and *substitute* :—

There are five slipways, the largest of these being 250 feet (76^m2) in length and of 200 tons capacity.

Line 43: *Delete* and *substitute* :—

There is a British Military Hospital and an Italian hospital in the town.]

Line 51: *For* " one " *read* " half a "

Page 49.—Line 7: *For* " brasswork," *read* " brass work ; "

Line 18: *Delete*.

Lines 25-28: *Delete* and *substitute* :—

About 3¼ miles eastward of Porto di Tripoli there is a group of four small oil tanks which stand on the summit of a low brown cliff.

Lines 31-32: *Delete* " 3½ " to " ment " and *substitute* " 3¾ miles eastward of the oil tanks "

Line 37: *Delete* and *substitute* :—

" (41^m1), from a low white tower situated about one mile southward of the oil tanks.

A group of five radio masts, from one of which a *red* light is exhibited, stands about 1½ miles south-eastward of Sidi Andulsi."

Lines 45-46: *Delete* " with " to " it " and *substitute* " a prominent disused structure "

Lines 49-50: *Delete* " wind " to " miles " and *substitute* " disused grey fort stands on a hill close to the sea about 1½ miles south—"

After line 51 *insert* :—

About 4¼ miles south-eastward of Ras Tagiùra light-structure there stands a conspicuous wind pump ; the pump is taller than the surrounding trees and shows up well against the skyline. About one cable north-westward of it there is a low square yellow tower which is a prominent mark when the sun is shining on it ; about 2½ miles farther south-eastward there is a derelict wind pump.

Page 50.—Line 2: *Delete* " thence " and *substitute* " the marabout is almost obscured by dark bushes but these show up well against the light sandy background ; a white derelict fort, situated about three-quarters of a cable farther south-eastward, also provides a good mark. Thence "

Line 21: *Delete* " 103 " to " grey " and *substitute* " 115 feet (35^m0), from an iron framework structure 12 feet (3^m7) high on a white "

Lines 52-54: *Delete* " , sloping " to " high." and *substitute* " with a soft stone ridge, 60 to 160 feet (18^m3 to 48^m8) high, sloping to the sea ; the shore is rocky, interspersed with small bays."

Page 51.—Line 3: *Add* :—There are groves of palm trees at the mouths of all the streams.

Page 51 continued.

On the cliff top, westward of Wadi Gunima, situated $1\frac{3}{4}$ miles south-eastward of Sidi Abd el-Hàdi, there is a small white tomb.

Sidi el-Munir, situated on the open hillside $2\frac{1}{4}$ miles east-south-eastward of Sidi Abd el-Hàdi, is a small white domed building which shows up well against a dark background with the sun on it.

Line 6 : *Add* :—Sidi Azzaz is a small white domed building standing on the bare hillside behind a grove of palm trees, about three-quarters of a mile eastward of Sidi Ramdan.

Line 17 : *Add* :—Rās el-Msenn is a low rocky point with a reef extending east-north-eastward from its extremity.

Lines 18-22 ; *Delete*.

Line 40 : *For* " **Lights** " *read* " **Light** "

Lines 51-53 : *Delete* " mole " to " mole." and *substitute* " ruined mole, about $1\frac{3}{4}$ cables in length, but is only suitable for boats."

Page 52.—Lines 4-6 : *Delete*.

After line 17 *insert* :—

The fort of Sidi, now in ruins, stands on the flat conical hills of the same name.

Delete view of Sidi Muftah marabout and *substitute* new sketch.

Line 24 : *After* " is " *insert* " a large white domed building and is prominent against a dark background of palm trees ; it is "

Line 53 : *For* " a small building " *read* " Zliten light-structure "

Line 54 : *Delete* and *substitute* :—

" town of Zliten ; a stone look-out tower, about 20 feet (6^m1) in height, on the crest of a ridge about $1\frac{1}{4}$ miles west-north-westward of the light-structure ; the marabout of Sidi Bu Rgeia (Rgeia), a white domed building standing close to the sea, and the hill of that name,"

Page 53.—Line 2 : *Delete* " on a summit,"

Lines 4-6 : *Delete* " 105 " to " part " and *substitute* " 114 feet (34^m7), from a black iron framework structure surmounting a small square building "

Lines 8-9 : *Delete* " Anchorage " to " offshore," and *substitute* " **Pier**.—Anchorage may be obtained about 4 to 5 cables north-north-eastward of the light-structure,"

Line 10 : *After* " out " *insert* " (see caution on page 1) "

Line 15 : *For* " it at either end." *read* " its centre and western end ; there is a depth of 12 feet (3^m7) in the western entrance."

[After line 16 insert :—

There is a stone pier, about 216 feet (65^m8) long, at Zlitan Marina ; in 1951 there was a depth of about 4 feet (1^m2) at its head and 3 feet (0^m9) on the eastern side of the outer end, but the pier was in a state of disrepair.]

Page 54.—Line 6 : *Add* :—A tunny factory is situated on the eastern edge of L'Oasi di Zregh and is probably more easily identified than the marabout.

Page 57.—**[Line 26 : After " westward " insert " at "]**

Line 51 : *After* " el-Hsun " *insert* " ; close eastward of Temed Hazzan there is a large white house which forms an excellent landmark "

[To face page 52 of Book.]
" " " 10 of Supplement.



Sidi Muftah Marabout.

(Original dated 1951.)

Page 58.—Line 3 : *After " colour " insert " ; a large white house, making a good landmark, stands near the coast about 4½ miles north-westward of the hill "*

[Page 61.—Line 9 : *Add :—A 2½-fathom (5^m0) patch lies about one mile north-eastward of the point.]*

Page 67.—**[Line 13 : Delete " Buoy.—"]**

[Line 17 : For " 2½ fathoms (5^m0) " read " 1½ fathoms (3^m2) "]

Line 20 : For [" Bengàsi (Benghazi) " read " Benghazi (Bengàsi) "]

[Line 30 : Delete " (Sheiba) "]

[Lines 34-36 : Delete " below ; " to " shoal " and substitute " below)."]

Chart 3352, plan of [Porto di Benghazi]

[Line 37 : For " BENGASI.—The port of Bengàsi " read " BENGHAZI.—The port of Benghazi (Bengàsi) "]

[Line 38 : Delete " (Punta) "]

[Line 39 : Delete " (Kreibiesh) "]

[Line 40 : Delete " (North harbour) " and " (Middle harbour) "]

[Line 41 : Delete " (South harbour) "]

Line 42 : Delete " Buoy.—"

[Lines 44-45 : For " Banchina Vasey (Vasey quay) " read " Rasif Libya No. 3 (Banchina Vasey) "]

[Line 48 : Delete " (Central mole) "]

[Line 49 : Delete " (Giuliana mole) "]

Page 68.—**[Line 1 : Delete and substitute :—**

Chart 3352, plan of Porto di Benghazi (Bengàsi).]

[Line 2 : After " and " insert " some concrete blocks, 3 feet (0^m9) high, lie "]

[Line 3 : Delete " (Cathedral breakwater) "]

Line 5 : For " 7 feet (2^m1) " read " 11 feet (3^m4) "

[Lines 6-7 : Delete " Banchina " to " quay) " and substitute " Rasif Giuliana (Banchina Cattedrale) "]

Line 11 : Delete.

Line 18 : After " Porto.—" insert " Buoy.—"

[Line 19 : Delete " (Outer mole) "]

Line 22 : For " 1946 " read " 1952 "

Lines 23-25 : Delete " The south-eastern " to " rock."

After line 26 insert :—

[A can buoy, painted black and white in vertical stripes,] is moored close off the outermost portion of Molo Esteriore.

Line 33 : For " main lighthouse " read " disused lighthouse, a white three-storied masonry tower, 109 feet (33^m2) in height "

[Line 36 : For " south-westward " read " south-south-westward "]

Line 37 : _____

Line 39 : For " Porto Vecchio " read " Vecchio porto "

Lines 42-44 : Delete " A light " to " situated " and substitute " Benghazi light is exhibited [, at an elevation of 133 feet (40^m5), from a tower], 73 feet (22^m3) in height, about [three-quarters of a cable south-eastward] of the disused white lighthouse "

Lines 45-46 : Delete " [See] " to " 39."

Page 69.—**[Line 1 : For " Bengàsi " read " Benghazi (Bengàsi) "]**

Line 4 : _____

Page 69 continued.

Lines 5-6 : *Delete.*

Line 7: *For "Porto Vecchio, three" read "Vecchio porto, only two."*

Line 11 : *For "white" read "black, with yellow superstructure and funnel,"*

Line 12 : *Add :—Vessels are not allowed to enter the port after sunset.*

Lines 13-18 : *Delete "When" to "buoys." and substitute :—*
Z flag of the International Code of Signals indicates that a vessel has been seen approaching ; it will be kept flying until the vessel is moored. No. 9 pendant of the International Code of Signals indicates that a vessel is leaving the harbour and entry is prohibited. Three red flags or balls, by day, indicate that the port is closed due to bad weather or other cause and that entry is dangerous ; at night three red lights, disposed vertically, are exhibited.

There is a radio station at the signal station ; *see page 15.*

Line 15 : _____

Line 18 : _____

After line 18 insert :—

Lines 27, 41 and 53 : *For "Bengàsi" read "Benghazi (Bengàsi)"*

Lines 27, 53 : _____

Line 41 : _____

Line 42 : *For "Porto Vecchio" read "Vecchio porto"*

Line 44 : *For "close westward" read "southward"*

Lines 45-49 : *Delete.*

Page 70.—Line 1 : _____

Lines 1 and 4 : *For "Bengàsi" read "Benghazi (Bengàsi)"*

Line 4 : _____

Line 5 : *For "Berths" read "Tide-gauge"*

Line 6 : *For "Banchina New Zealand" read "Rasif Libya No. 2 (Banchina No. 2)"*

Line 7 : *After "Italia" insert " , and alongside Banchina Vasey, close north-eastward ; a tide-gauge is situated at the head of the small inlet at the south-eastern end of Banchina Vasey "*

Line 10 : *For "south-westward" read "south-south-westward"*

Lines 11, 16 and 27-28 : *For "Banchina Cattedrale" read "Rasif Giuliana (Banchina Cattedrale)"*

Lines 17-24 : *Delete and substitute :—*

The tanker buoy is moored about half a cable north-eastward of the head of Molo della Giuliana. The berth is used by tankers which lie to two anchors and stern-to the buoy, and discharge through a floating pipe-line to the head of the mole ; there is a least depth of 22 feet (6^m7) at this berth [, but close southward of the buoy there are depths of only 18 feet (5^m5).]

Line 45 : *For "Bengàsi.—Bengàsi" read "Benghazi.—Benghazi"*

Line 47 : *For "Porto Vecchio" read "Vecchio porto"*

[Middle view facing this page.—Title : *For "Bengàsi" read "Benghazi"*]

Page 71.—Line 1 : *For "[Bengàsi]" read "[Benghazi (Bengàsi)]"*

Page 71 continued.

[Lines 12-13: *Delete* "Banchina" to "Vasey" and *substitute* "Rasif Libya No. 2 and Rasif Libya No. 3"**]**

[Line 17: *For* "Banchina Vasey" *read* "Rasif Libya No. 3"**]**

[Line 18: *For* "Banchina New Zealand" *read* "Rasif Libya No. 2"**]**

[Lines 21 and 23: *For* "Bengasi" *read* "Benghazi"**]**

Page 73.—Line 12: *Delete* "(Tolmeita)"

[Lines 24-25: *Delete* "grey" to "hut" and *substitute* "white concrete pyramidal tower"**]**

[Line 27: *Delete* and *substitute* :—

"bight (Lat. 32° 43' N., Long. 20° 56' E.)."**]**

Line 49: *Delete* "(Tolmeita)"

[Page 74.—Lines 44-45: *Delete* "98" to "(11^m9)" and *substitute* "95 feet (29^m0), from a white pyramidal tower with black horizontal bands, 36 feet (11^m0)"**]**

Page 75.—**[**Lines 6-7: *Delete* "an" to "39." and *substitute* "a white concrete pyramidal tower, 23 feet (7^m0) in height, at Apollonia."**]**

Line 33: *Delete* "Radio masts.—"

Line 37: *For* "are" *read* "which are"

Line 38: *For* "and lie" *read* "lies"

Lines 43-44: *Delete*.

[Lines 50-52: *Delete* "59" to "(8^m2)" and *substitute* "72 feet (21^m9), from a black and white chequered pyramid, 39 feet (11^m9)"**]**

Page 76.—Line 4: *For* "about 1,180 feet (359^m7)" *read* "1,181 feet (360^m0)"

Line 15: *For* "4 fathoms (7^m3)" *read* "22 feet (6^m7)"

Line 37: *For* "56'" *read* "55'"

Line 48: *For* "north-north-westward" *read* "west-north-westward"

Line 49: *For* "from" *read* "west-north-westward of"

Page 77.—Line 10: *For* "recommended not" *read* "not recommended"

Lines 20-21: *Delete* "the masts" to "lighthouse,"

Lines 33-34: *Delete* and *substitute* :—

"exceeding 16 feet (4^m9) but, in 1951, considerable silting and packed seaweed were reported to have reduced both the depth and the size of the harbour."

Line 40: *For* "40'" *read* "38'"

Lines 41-43: *Delete* "In 1947" to "harbour."

[Line 44: *For* "one" *read* "three-quarters of a"**]**

[Line 45: *Add* :—A black spherical mooring buoy, for the use of small craft only, is moored about one cable westward off the mole head.**]**

Line 51: *Delete* "This" to "1947."

Page 78.—Line 12: *For* "39'" *read* "38'"

Line 22: *Delete*.

[Lines 36-37: *Delete* "A" to "light-structure"**]**

Page 80.—Lines 47-48 : *Delete.*

Page 81.—Line 4 : *For* “ quadrangular, pyramidal ” *read* “ quadrangular pyramidal ”

Line 5 : *After* “ height,” *insert* “ painted in black and white diagonal stripes,”

Lines 19-21 : *Delete.*

Lines 28-30 : *Delete* “ The ” to “ chart.”

Line 31 : *After* “ The ” *insert* “ old Semafora lighthouse, a black and white chequered square building situated about $11\frac{1}{2}$ cables westward of Mengâr el-Mêrcheb ; the ”

Line 34 : _____

【Lines 34-36 : *Delete and substitute* :—

“ $1\frac{1}{2}$ cables south-south-eastward of the Roman Catholic Church (Lat. $32^{\circ} 05' N.$, Long. $23^{\circ} 59' E.$). ”】

Line 35 : _____

Line 36 : _____

Line 37 : *For* “ stations ” *read* “ station ”

Lines 38-43 : *Delete* “ 163 ” to “ stripes ” and *substitute* “ 85 feet (25^m9), from an iron framework tower 15 feet (4^m6) in height, standing on the roof of the disused signal station, a white square building with a flag-staff, situated about 3 cables west-north-westward of Punta Tòbruch. 【See view facing page 39.】

A light is exhibited, at an elevation of 120 feet (36^m6), from the roof of Navy House, a building situated in the town, about 2 cables southward of the Roman Catholic church.

【A light is exhibited on the elbow of No. 4 pier, about one cable south-south-eastward of Navy House light.】

A cylindrical buoy, painted in black and red bands ”

Lines 45-46 : *Delete and substitute* :—

There are several mooring buoys in the harbour, the positions of which can best be seen from the chart.

Line 47 : *For* “ black and white diamond ” *read* “ pole surmounted by a white diamond shape with a black stripe ”

Lines 49-【51】 : *Delete* “ these ” to 【“ Tòbruch,”】 and *substitute* “ in addition about 5 cables south-westward of the rear beacon, there is a mark on a wall, at an elevation of 269 feet (82^m0), painted in black and white chequers. The beacons and mark, in line, bearing 【about 224° , lead through the entrance】 ”

Line 52 : *Add* :— _____

Anchorage.—Good anchorage is obtainable by all kinds of vessels. The best anchorage for large vessels lies about $5\frac{1}{2}$ cables south-westward of the disused signal station in depths of about 8 to 9 fathoms (14^m6 to 16^m5), sand and weed, fairly good holding ground but, with strong easterly winds, a heavy swell is experienced. 【The anchorage area westward of a line joining Punta Tòbruch and Mengâr el Hariga, on the southern shore about one mile south-westward, is clear of obstructions, but debris projecting up to 2 feet (0^m6) from the bottom may still exist in places (1952).】 Small vessels anchor in the western part of the harbour, southward of Nos. 4 and 5 jetties.

Foul ground.—An area of foul ground is indicated on the chart with its centre about 7 cables south-westward of Punta Tòbruch.

【Another foul area, indicated by pecked lines on the chart, extends

Page 81 continued.

about 5 cables northward from the north-western entrance point of Marsa Umm esc-Sciausc.】

Line 53: *After* "compulsory" *insert* "for all vessels of over 50 tons; there is a local Arab pilot"

Page 82.—Line 2: *For* "white" *read* "white"

Line 3: *For* "red 【light】" *read* "red light. It was reported, in 1953, that the port was closed to shipping between sunset and sunrise"】

Line 6: *For* "wharf" *read* "lighter wharf, with a least depth alongside of 4 feet (1^m2),"

Lines 9-12: *Delete and substitute* :—

"1½ cables farther eastward is No. 6 pier. No. 7 pier, the outermost, is situated nearly 3½ cables farther eastward, about 6 cables west-north-westward of the 【disused】 signal station.

There are several areas of quayage westward of No. 3 pier, but these are only suitable for lighters. In 1952, Nos. 2, 3 and 6 piers were in poor condition and unfit for ordinary use; No. 4 pier, which is L-shaped, and used for the discharge of small oil tankers, is 339 feet (103^m3) in length and had a depth of 17 feet (5^m2) along its southern side; Nos. 5 and 7 piers, constructed of concrete, were available for limited use, No. 5 having a depth of 15½ feet (4^m7) alongside its head, and No. 7 having a depth of 21 feet (6^m4) near its head, but the road approach to both piers was bad."

Lines 18-【25】: *Delete* "There" to "【15.】" and *substitute* :—
There is a Harbourmaster at Tòbruch; his jurisdiction also covers the harbours of Derna and Bardia.

The Government maintain one "Sturdy" type tug, one "Tanac" type tug, one harbour pontoon and seven 50-ton lighters.

A small patent slip is situated between Nos. 4 and 5 piers.

There is a hand derrick of 1½ tons capacity on the lighter wharf, and a mobile crane of 5½ tons capacity is available.

A few provisions may be obtained, and water can be supplied in small quantities if twenty-four hours notice is given.

【There are two small hospitals, one civil and one military, each with one doctor.】

Line 25: *Delete.*

Line 26: *For* "regular" *read* "irregular"

Line 27: *For* "and Malta." *read* ", Malta, Italy and Port Said."

Line 41: *Delete* "Buoy.—"

Lines 43-44: *Delete* "and marked" to "buoy,"

Page 83.—Line 3: *After* "distinguish" *insert* "and, eastward of the point, the coast falls less steeply to the sea"

Lines 6-8: *Delete.*

Page 84.—Line 36: *For* "Porto Bardia." *read* "Port Bardia."

Page 85.—Line 1: *For* "Porto Bardia." *read* "Port Bardia."

Page 86.—Line 1: *Delete.*

Line 9: *After* "Salûm.—" *insert* "Light.—"

Page 86 continued.

After line 32 insert :—

A light is exhibited, at an elevation of 33 feet (10^m1), from a white tower on a hut, with black bands, on the head of the pier.

[Page 95.—Lines 24-25 : Delete “ A ” to “ Abbassia ”]

Page 97.—[Line 4 : After “ lighthouse ; ” insert “ a chimney about one mile south-westward of Mex high lighthouse ; ”]

Lines 35-36 : Delete “ black ” to “ height ” and substitute “ white circular stone tower, with black bands, and a white cupola ”

Page 98.—Line 20 : For “ Buoys ” read “ Buoyage ”

Page 99.—Lines 27-31 : Delete and substitute :—

“ 13) as follows ;—By No. 2 black conical light-buoy, exhibiting a red flashing light every three seconds, moored close northward of the entrance, about 3½ cables north-westward of Great Pass light-beacon, and by a red conical buoy moored about half a cable northward of the shoalest [part of Hydrographer] shoal. In addition, there is ”

Line 35 : After “ approach ” insert “ No. 2 light-buoy ”

Page 100.—Lines 4-6 : Delete “ A pair ” to “ area.”

[Lines 9-10 : Delete “ 1949 ” to “ (5^m5) ” and substitute “ 1953, a least depth of 28 feet (8^m5) ; the maximum draught then allowed was 24 feet (7^m3) ”]

Lines 23-24 : Delete “ Outer ” to “ patch ” and substitute “ The 18-foot (5^m5) patch, about 2 cables north-eastward of Outer shoal ”

Lines 27-29 : Delete and substitute :—

Outer shoal is marked by a black [light-buoy, exhibiting a green flashing light,] moored about three-quarters of a cable northward of its shoalest part. _____ A red can light-buoy, exhibiting a red flashing light, is moored on the northern side of the Pass, about [6] cables south-eastward of the [shoalest part of] El Kot shoal.

Page 103.—Line 2 : After “ vessels ” insert “ entering or leaving the harbour ”

Line 4 : Add :—The pilotage service is divided into two sectors, each operated by its own pilot, thus :—

(a) *Outer pilotage.*—This extends from seaward to the entrance to the navigable channels giving access to the quarantine anchorage in the Outer harbour.

(b) *Inner-pilotage.*—This extends from the Outer harbour to the assigned berth.

Line 9 : For “ pilots are ” read “ the pilot boat is ”

Line 10 : For “ they remain ” read “ it remains ”

Line 11 : Delete “ tug ” to “ vessels.” and substitute “ motor boat is painted black, with a small white superstructure, and displays a red and white flag ; it is stationed off the “ Pilot ” buoy (page 97). ”

Line 13 : For “ boats ” read “ boat ”

Line 17 : For “ tug ” read “ boat ”

Page 103 continued.

After line 22 insert :—

Vessels arriving must wait at anchor in the quarantine anchorage of the Outer harbour for pratique, customs and police formalities, after which they will be authorised to proceed to their berths, having embarked the pilot of the inner pilotage service. While waiting at the quarantine anchorage, vessels in addition to displaying the flag Q, must also display the flags TP which indicate that persons are forbidden to go on board. For Regulations, *see* pages 101 and 108.

Page 104.—*After line 22 insert :—*

Between Rās el-Tîn jetty and Mahrousa jetty (page 107), about $2\frac{1}{2}$ cables north-eastward, is the Lighter harbour ; in 1952 harbour works were in progress in the Lighter harbour, as indicated by pecked lines on the chart.]

Lines 44-46 : *Delete.*

Page 107.—Lines 8, 10 and 19 : *For “ Quay ” read “ Quai ”*

Page 111.—Line 5 : *For “ Quay ” read “ Quai ”*

Line 10 : *Delete and substitute :—*

Numerous tugs are available, the use of which is not compulsory.

[Fresh provisions are plentiful.]

[Line 13 : *For “ is a hospital ” read “ are several hospitals ”*]

[Page 113.—Lines 15-16 : *Delete “ an island ” to “ mainland ” and substitute “ a peninsula extending from the coast northward of the palace ; the south-eastern end of this peninsula consists of a narrow sandbank which does not cover at high water.*]

Page 118.—Lines 37-41 : *Delete and substitute :—*

“ $6\frac{1}{2}$ cables southward of Rās el-Barr ; the light-structure is visible before the land is sighted.

[El-Metras rock, which dries, lies on the eastern side of the channel about $4\frac{1}{2}$ cables north-north-eastward of Damietta light-structure.”]

[Page 119.—Lines 21-23 : *Delete “ 18 ” to “ northward ” and substitute “ 15 feet (4^m6), from a black and white chequered, square, concrete structure on the western side of the channel about $3\frac{1}{4}$ cables north-westward ”*]

[Page 120.—Line 45 : *After “ Beacons.—” insert “ Outlying light-buoy.—”*]

[After line 48 insert :—

A pillar light-buoy, known as the *Fairway* buoy, painted black and white in vertical stripes, surmounted by a St. Andrew's cross, fitted with a radar reflector and exhibiting a *white flashing* light *every five seconds*, is moored about 6 miles north-north-eastward of Port Said lighthouse. Vessels entering and leaving the channel into Port Said should endeavour to keep the *Fairway* buoy on the port hand.]

[Page 121.—Lines 22-27 : *Delete* “ The ” to “ buoys.” and *substitute* : Vessels waiting to enter the channel should anchor westward of the line joining the *Fairway* light-buoy and No. 6 light-buoy marking the entrance to the channel and southward of the parallel of the *Fairway* buoy.]

[Page 123.—Line 10 : *After* “ **Buoyage.**—” *insert* : The outer, or *Fairway*, light-buoy is described on page 120.]

Page 124.—Line 14 : *Delete* “ or ” to “ flag,”

Lines 15-16 : *Delete* “ hoist ” to “ lights.” and *substitute* “ exhibit two white flares, or rockets, or Coston lights, or she should signal the letter G in Morse Code.”

Lines 31-32 : *For* “ A blue light or Morse signal.” *read* :—A Coston light, or the letters JT in Morse code.

Lines 38-39 : *Delete* “ and ” to “ signal.” and *substitute* “ (or flare), and the letters KXR in Morse code.”

After line 39 *insert* :—

In the event of the pilot being unable to board, owing to stress of weather, vessels may decide to enter without a pilot ; in these circumstances they should request instructions from the Pilot vessel by Morse code or by radio from the Canal management through the Canal radio station.

Line 41 : *After* “ or ” *insert* “ a black ball at the masthead and ”

Line 44 : *Add* :—Entry to the Canal can be ensured only if the signal has been displayed at least 2 hours before the latest time of entry.

After line 46 *insert* :—

The above harbour signals must be displayed in such a manner as to be clearly visible from the watch tower above the central dome of the Canal Company's office.

[Directions.—Vessels entering and leaving should endeavour to pass the *Fairway* light-buoy, described on page 120, on the port hand.]

[Line 47 : *Delete* “ **Directions.—”]**

Page 126.—Lines 34, 40 : *For* “ at the dip,” *read* “ , close up,”

Page 127.—Lines 39-40 : *Delete* “ intervals ” to “ signal.” and *substitute* “ intervals.”

Line 42 : *Delete* and *substitute* :—

4. The usual sound signals between ships and tugs.
5. Any other signals in use in the canal zone ; these signals are laid down in a code book which pilots hold at the disposal of masters of vessels.

Page 131.—Line 1 : *Delete*.

[Page 135.—Line 40 : *Delete* “ (Kengezi) ”]

[Line 44 : *Delete* “ (Ekinjik) ”]

[Line 48 : *Delete* “ (Kengezi river) ”]

[Page 136.—Line 16 : *Delete* “ (Cape Kapnia) ”]

[Line 27 : *Delete* “ (Seira) ”]

[Line 31 : *Delete* “ (Sphena) ”]

[Line 32 : *Delete* “ (Papas) ”]

Page 136 continued.

[Line 42: For " Nar (Rothea) " read " Light.—Nar "]

[Line 44: Delete " (Paximadi) "]

[After line 47 insert :—

A light is exhibited, at an elevation of 112 feet (34^m1), from a white concrete tower on a concrete base, 26 feet (7^m9) in height, on Peksimet adası]

[Line 48: Delete " (Gulf of Fethieh) "]

[Line 50: Delete " (Cape Angistro) "]

[Line 53: Delete " (Mount " to " (426^m7) " and substitute " , 1,650 feet (502^m9) "]

[Page 137.—Line 8: For " Taxis dağ, 1,770 feet (539^m5) " read " Eren (Eten) tepe, 1,824 feet (556^m0) "]

[Line 14: For " Red Peak, 3,230 feet (984^m5) " read " Kızıl dağ, 3,117 feet (950^m1) "]

[Line 15: Delete " (Cape Angistro) "]

[Line 16: For " Dactylo " read " Çamlı "]

[Line 17: For " 1,758 feet (537^m0) " read " 1,762 feet (537^m1) "]

[Line 27: Delete " (Iero) "]

[Line 34: Delete and substitute :—

" Tersane adası, the summit of which, 689 feet (210^m0) "]

[Line 43: Delete " (Stavro islands) "]

[Line 45: Delete " (St. Kiriaki) "]

[Line 51: For " Katrancı (Avthoki) " read " Katrancık "]

[Line 54: Delete " (Kazil islands) "]

[Page 138.—Line 7: For " Katrancı adası (Avthoki) " read " Katrancık adası "]

[Page 139.—Line 8: Delete " (Iniji) "]

[Line 25: For " harbour " read " limanı "]

[Line 29: For " Meğri adası (Cavalière island) " read " Fethiye adası "]

[Line 38: For " cylindrical " read " red cylindrical "]

[Page 140.—Line 1: For " harbour " read " limanı "]

[Lines 2 and 4: For " Dactylo " read " Çamlı "]

[Line 3: Delete " (Drepanaki) "]

[Line 23: Delete " (Fethieh) " to " 1948 " and substitute " , which had, in 1953 "]

[Line 32: After " quay " insert " , but it is limited in summer.

The port is the shipping point for locally-mined chrome and manganese ore and also for agricultural produce and timber "]

[Line 42: Delete " (Karazora island) "]

[Line 45: For " Kemlı adası (St. Nikolo island) " read " Gemile adası "]

[Line 49: For " Kemlı " read " Gemile "]

[Line 51: Delete " (Levisi) "]

[Page 141.—Line 2: For " Yogun (Simbalu) cove " read " Yorgun köyü "]

[Line 3: Delete and substitute :—

" Yorgun burnu, about 2½ miles eastward of Gemile adası "]

Page 141 continued.

[Line 11: For "Yogun cove" read "Yorgun köyü"]

Line 54: Delete "with considerable"

Page 142.—Line 2: Delete "depths," to "side" and substitute "suitable for the use of small vessels up to about 300 tons, with depths in it of 33 to 49 feet (10^m1 to 14^m9); the inlet is, however, affected by winds between east and south-east. On the western side of the island there is a bay with similar depths, suitable for small craft, and, on the northern side of the island"

After line 49 insert:—

Shoals, with depths of about 29 feet (8^m8) but over which the least depth is not known, are reported to extend for about one cable south-westward of Hysili island.

Page 143.—After line 7 insert:—

Mandraki bay, entered eastward of Kastelorizo harbour, provides sheltered anchorage with good holding ground, except during northerly winds. A dangerous shoal, with a depth of 2 feet (0^m6) over it, lies close to the deep water on the southern side of the bay, about 3½ cables east-south-eastward of Kastelorizo light-structure.

Page 145.—After line 10 insert:—

Restricted but sheltered anchorage for small craft is obtainable in Xera cove on the northern side of Kekov adası, northward of the ruins of a church; the bottom is sandy and there are depths of about 2 fathoms (3^m7) close inshore.

Page 146.—Lines 39-40: Delete "stands" to "which"

[Line 46: For "(Kalidonya)" read "(Getidonya)"]

[Line 50: For "castle" read "town"]

[Line 54: For "half a mile" read "2¼ cables"]

Page 147.—[Line 2: For "castle" read "southern end of the projection on the eastern side of Gök liman"]

[Line 8: For "(Khelidonia)" read "(Getidonya adası)"]

Line 20: _____

[Lines 20-22: Delete "61" to "at" and substitute "59 feet (18^m0), from a position about one mile southward of the town of"]

Page 151.—Lines 49-50: Delete "a" to "tower" and substitute "at the northern side of the jetty; the southern side of the jetty has a depth of only 3 feet (0^m9); the least depth, in 1951, alongside the main jetty, which has a usable length of about 220 feet (67^m1), was 14 feet (4^m3) at the inshore end"]

[After line 53 insert:—

A mole extends about one cable east-south-eastward, and then half a cable south-eastward, from a position close eastward of the Octagon tower; in 1954 it was reported that there was a depth of about 24 feet (7^m3) alongside the southern side of the outer part and 33 feet (10^m1) alongside the south-eastern side of the head of the mole. Vessels of about 1,000 tons can berth alongside.]

[Page 152.—*After line 4 insert :—*

In 1953 the population was about 8,000.

Small supplies of fresh provisions are obtainable and fresh water is laid on to the mole.

The Harbour Master acts as pilot.

Bananas, oranges, pistachio nuts and beans are exported.】

Lines 34-35 : *Delete* “A pier” to “it.”

Page 155.—Lines 7-8 : *Delete* “in” to “(10^m1)”

After line 8 insert :—

Vessels entering Taşucu Körfezi should do so in daylight as a cross set must be reckoned with. Anchorage is obtainable in a depth of about 8½ fathoms (15^m5), in a position about 5 cables off the jetty ; vessels should not anchor farther in as the depths decrease very rapidly and, in swinging, there is a danger of grounding. The anchorage is sheltered from all winds except those between south-east and south-west ; when these occur vessels should weigh anchor at once and proceed to sea.

Page 156.—Line 38 : *Add* :—This light is difficult to distinguish from the lights of the town, when approaching from southward.

[Line 45 : For “Buoy” read “Buoyage”]

[Line 51 : *Delete* “but” to “good” and *substitute* “and vessels have been known to drag in south-westerly gales”]

[*After line 55 insert :—*

Three light-and-bell-buoys, each exhibiting a *white fixed* light, are moored about 4½ and 9 cables eastward, and 6½ cables east-south-eastward of the head of the Custom House pier ; these buoys mark the limits of the anchorage for Government vessels ; there is a mooring buoy near the southern light-buoy.】

[Page 158.—Line 2 : *Delete and substitute :—*

There is a small civil hospital on the outskirts of the town.】

Page 160.—*After line 51 insert :—*

Chart 58 ; and chart 2791, plan of Port Ayas.

Page 161.—Line 1 : *Delete and substitute :—*

Chart 58 ; and chart 2791, plan of Port Ayas.

After line 15 insert :—

Dangers.—A rock, with a depth of less than 6 feet (1^m8) over it, lies nearly one cable offshore about half a mile east-south-eastward of the octagonal tower.

Chart 58.

Line 16 : *Delete* “Dangers.—”

Lines 24-29 : *Delete and substitute :—*

A shoal, with a depth of 3 fathoms (5^m5) over it, lies about 1½ miles eastward of Bittern point.

An islet, 2 feet (0^m6) high, is situated about 6 cables eastward of Bittern point ; a shoal, with a depth of 1½ fathoms (2^m3) over it, lies about three-quarters of a cable south-westward of the islet and, about 1½ cables farther south-westward, there is a shoal with a depth of 2½ fathoms (4^m6) over it.

Page 161 continued.

A reef, $1\frac{1}{2}$ cables in extent, over which there is a depth of 5 feet (1^m5), lies about half a mile westward of Bittern point, and 2 cables north-westward of this reef there is a shoal with the same depth over it.

Line 44: For "A vessel" read "Vessels"

Page 162.—Line 6: For "Yurmurtalik (Port Ayas)." read "Port Ayas."

Line 7: For "ancient" read "Ayas—ancient"

[Page 163.—Line 24: Delete "(Iskanderûn bay)"]

[Line 28: Delete "(Iskanderûn)"]

[After line 51 insert:—

The anchorage for vessels carrying explosives is within a triangular area, indicated by pecked lines on the chart, centred about $1\frac{1}{4}$ miles northward of the head of Town jetty.]

Page 164.—**[Line 1: Delete "(Iskanderûn bay)"]**

[Line 4: For "anchorage" read "anchorages"]

[After line 8 insert:—

Anchorage is also prohibited within an area, indicated by pecked lines on the chart, extending north-eastward from Town jetty and round Deepwater jetty.]

After line 21 insert:—

A T-headed jetty, off which lie three mooring buoys, is situated nearly one mile north-north-eastward of Deepwater jetty.

[Lines 23-25: Delete and substitute:—

"was, in 1953, in ruins."]

[Line 40: Delete and substitute:—

Lights are exhibited from each end of a floating dock moored about $2\frac{1}{2}$ cables westward of West mole.

A light is exhibited from the head of Deepwater jetty.]

Line 43: For "eastern" read "western"

[After line 53 insert:—

There is a floating dock.]

Page 165.—**[Line 1: Delete "(Iskanderûn bay)"]**

Line 5: For "Three" read "Five"

Page 168.—Line 1: Delete and substitute:—

Coastal radio station.—There is a radio station at Nicosia, the capital of Cyprus. See page 15.

[Line 2: Delete and substitute:—

Chart 775.]

[Line 7: For "683 feet (208^m2)" read "693 feet (211^m2)"]

[Line 29: After "sides." insert:—A small white house stands on Lara point.]

[Line 32: For "2074" read "775"]

[Line 37: Delete "(St. Yeorgiou)"]

[Page 169.—Line 1: For "2074" read "775"]

[Line 13: For "25'" read "24'"]

[Line 29: After "buoys" insert ", and, in 1952, was reported to be dredged to a depth of 8 feet (2^m4)"]

Page 169 continued.

[Line 30 : For “ of 6 feet (1^m8) ” read “ , in 1952, of from 7 to 8 feet (2^m1 to 2^m4) ”]

[Upper view facing this page ; For “ Yeorgiow ” read “ Yeorgiou ” and for “ Krima ” read “ Ktima ”]

[Page 170.—Line 1 : For “ 2074 ” read “ 775 ”]

[Line 7 : For “ Orphuorous ” read “ Orphourous ”]

[Line 27 : For “ Ramiou ” read “ Romiou ”]

[Line 41 : After “ village ” insert “ which consists of a group of white houses, chiefly on the landward side of a low hill on the summit of which is a large ruined building which casts a long shadow, at which times it is a useful mark ”]

[Page 171.—Line 12 : Delete and substitute :—

Chart 775.]

[Line 19 : For “ 730 feet (222^m0) ” read “ 753 feet (229^m5) ”]

[After line 23 insert ;—

Charts 775 and 850.]

[Line 37 : After “ sheds and ” insert “ , at Evdhimou bay, ”]

[Line 39 : After “ a ” insert “ white ”]

[After line 42 insert :—

Chart 850.]

[Page 174.—Line 36 : Delete “ Trolleys ” to “ house. ”]

[Line 43 : For “ An ” read “ A derelict ”]

[Page 177.—Line 7 : After “ A ” insert “ derelict ”]

[Line 13 : Add :—In 1952 a conspicuous power station was under construction about 3 cables east-south-eastward of the tree.]

[Page 178.—Line 34 : After “ jetty ” insert “ , which, in 1952, was in a state of disrepair, ”]

[Line 35 : For “ head ” read “ , which, in 1952, was in a state of disrepair, had, ”]

Page 179.—Line 5 : Delete.

Page 180.—Line 33 : Add :—A house with a red roof stands on the skyline about 2½ miles south-south-eastward of Ayios Memnon.

[Page 181.—Line 35 : Delete “ conspicuous ”]

[Line 54 : For “ three seconds ” read “ second ”]

Page 183.—Line 18 : Delete and substitute :—

“ ward. A white hotel, which is very conspicuous when approaching from southward, stands about three-quarters of a mile south-eastward of the mosque.”

[Lines 27-28 : Delete “ , and one ” to “ system ”]

Line 38 : Delete “ 100 ” to “ length.” and substitute “ 120 feet (36^m6) in length, and not exceeding 350 tons.”

Line 41 : Add :—Oil is supplied from Larnaca in 5-ton road tankers.

Page 183 continued.

Line 43: *Delete and substitute :—*

One tug of 500 H.P., and two lighters, of 20 tons capacity each, are available.

Line 51: *[Delete and substitute :—*

“population, in 1951, was about 19,000.”]

[Page 184.—Line 25: After “factory” insert “, with a large white building about $1\frac{1}{2}$ cables westward of it,”]

[Line 48: Add :—A white house stands among the low trees about three-quarters of a mile northward of Cape Elea.]

[Page 185.—Line 14: After “Khelones.” insert :—There is a small trading station at Melissakros point with a small jetty having a depth of about 3 feet (0^m9) at its head.]

[After line 30 insert :—

Chart 775.]

[After line 46 insert :—

Chart 775, plan of Latzi anchorage.]

[Page 186.—Line 1: Delete and substitute :—

Chart 775, plan of Lazi anchorage.]

[Line 10: After “is” insert “Mavroli pier,”]

[After line 16 insert :—

Charts 775 and 2074.]

[Lines 17-18: Delete “Pomos” to “23” and substitute “Cape Kokkino and Cape Kormakiti, about 18”]

[Line 21: After “eastward;” insert “depths of 3 fathoms (5^m5), or less, extend up to a distance of $2\frac{1}{2}$ cables from the coast westward of Cape Kokkino.”]

[Lines 51-52: Delete “, and” to “lie”]

[Page 187.—Lines 27-29: Delete “Two” to “pierhead” and substitute “Three white mooring buoys are moored about 3 cables northward of the pierhead. A conspicuous chimney stands about 4 cables south-south-eastward of the root of the pier”]

[Line 31: Delete and substitute :—

“is kept in stock at New Soli.

Water can be supplied by the Mines Corporation lighter.”]

[Line 38: Delete “158°” to “277°” and substitute “145°, and Vouni palace, 278°”]

[Line 39: For “chimneys are” read “chimney is”]

[Line 41: For “148°” read “138°”]

[Line 42: For “6” read “ $6\frac{1}{2}$ ”]

[Page 188.—After line 15 insert :—

A small watch tower stands on rising rocky ground on the coast about $5\frac{1}{2}$ miles southward of Cape Kormakiti light-structure.]

[Page 189.—Line 4: After “are :” insert “Two small white houses about $2\frac{1}{2}$ cables south-eastward of Cape Kormakiti ;”]

[After line 8 insert :—

“a prominent white house, with a red roof, on the coast about one mile south-south-westward of Vavilas point ;”]

Page 189 continued.

【Line 11: *After* "village;" *insert* "a large monastery, with a tower and a small church close north-eastward of it, on a low cliff about 3 cables south-westward of Akhiropietas head: a large pink house, with a number of white buildings southward of it, on the coast about 3 cables south-westward of the monastery; a small group of white buildings about 8 cables east-south-eastward of Akhiropietos head;"】

【Line 12: *For* "the chimney" *read* "the large white factory with a red roof and a tall square chimney"】

【Line 18: *For* "standing alone, is" *read* "a white house, about one cable westward of it, are"】

【*After* line 40 *insert* :—

A promenade pier was under construction in 1953, about 2 cables west-south-westward of the head of the western mole.】

【**Page 190.**—Line 9: *For* "brown" *read* "white"】

【Line 22: *After* "Coast.—" *insert* "Dangers.—"】

【*After* line 25 *insert* :—

A white house stands on the coast about $3\frac{1}{4}$ miles eastward of Kyrenia; it is a prominent mark, particularly from eastward.】

【**Page 191.**—Lines 2-13: *Delete and substitute* :—

From Phourni rock to Cape Plakoti, 26 miles east-north-eastward, the coast is mainly rocky with broken cliffs rising to a height of about 120 feet (36^m6) in places. It is indented by numerous small coves having stony or sandy beaches, some of which afford shelter and good landing for boats.

About 2 miles north-eastward of Phourni rock is the disused trading station of Akanthou where there is a storehouse and a ruined jetty.

About 5, $6\frac{1}{4}$ and $8\frac{3}{4}$ miles eastward, respectively, of Akanthou trading station are the trading stations of Ayios Therapon, having a small jetty with a depth of 5 feet (1^m5) at its head, Phlamoudi and Dhavlos. All three stations are disused, the jetties being in a state of disrepair and the storehouses being used for other purposes.

Galounia, another disused trading station lies about $2\frac{1}{2}$ miles eastward of Dhavlos trading station; the landing is only suitable for boats, but is protected by a drying rock ledge running parallel with the shore.

Karavopetra, a detached rock 4 feet (1^m2) high, lies about three-quarters of a mile north-eastward of Dhavlos trading station.

Galounia rocks, 17 feet (5^m2) high, lie about 2 cables north-north-westward of the trading station of that name, and afford some protection to the landing there.

Kalamoulia, a rocky patch of small extent drying 2 feet (0^m6), lies half a mile offshore about $2\frac{3}{4}$ miles east-north-eastward of Galounia. There are two rocky patches in this vicinity; one has a depth of 39 feet (11^m9) and lies about $1\frac{1}{2}$ miles west-south-westward of Kalamoulia; the other, with a depth of 46 feet (14^m0) over it, lies about three-quarters of a mile east-north-eastward of Kalamoulia.

A shoal, with a depth of 30 feet (9^m1) over it, lies about $4\frac{1}{2}$ miles south-westward of Cape Plakoti and 6 cables offshore; a rocky patch,

Page 191 continued.

with a depth of 44 feet (13^m4) over it, lies about 1½ miles west-southward of the cape.

Objects conspicuous to the mariner between Phourni rock and Cape Plakoti are :—Kantara castle, 2,068 feet (630^m3) high, about 2 miles southward of Dhavlos trading station ; Ayios Mikhalos, a small church on the coast about 2 miles eastward of Akanthou trading station ; and a hotel, a small sandy-coloured building, standing alone about a quarter of a mile westward of Dhavlos trading station.

Other objects which can easily be identified are :—Akanthou and Dhavlos churches ; the storehouse at Akanthou trading station ; and two churches, with white belfries, in Yialousa village.】

【Line 14 : *After* “ Plakoti,” *insert* “ near the extremity of which is a white hut,”】

【Line 16 : *After* “ is the ” *insert* “ disused ”】

Page 192.—Line 1 : *Delete.*

Page 193.—Line 26 : *For* “ tower ” *read* “ masonry tower adjoining a building ”

【Lines 45-46 : *Delete and substitute* :—

In 1951 there were general depths of from 3 to 4 fathoms (5^m5 to 7^m3) in the harbour, but the eastern side had depths of only 9 to 16 feet (2^m7 to 4^m9).

In 1953 harbour works were in progress.】

Line 46 :

Page 194.—Lines 6-8 : *Delete and substitute* :—

“ of from 8½ to 11 fathoms (15^m5 to 20^m1), sand, with El Burj lighthouse in line with the pinnacles of the Roman Catholic church, situated on the high slopes on which stands the city, distant one mile, but this anchorage is open and should only be used temporarily. During calm weather vessels normally lie heading northward, owing to a slight current ; the holding ground is good.”

Lines 13-15 : *Delete and substitute* :—

“ The roadstead is much frequented by vessels of all nationalities as the port is the only maritime outlet of Syria. The harbour, however, is subject to a heavy surf with weather from seaward. Small sailing and fishing ”

【Line 19 ; *Delete and substitute* :—

“ of poor quality and scarce in summer ; there is one hydrant by the Port Office on North quay.”】

There are three small tugs and a large number of small craft for the unloading of vessels.”

After line 38 *insert* :—

Charts 2632, 2796.

After line 44 *insert* ;—

Between Rās Beldet el Melik and Baniyas (Banias), about 4½ miles southward, there is, except for a small bight known as Hareissoun bay, a straight beach.

Chart 2632.

Page 195.—Lines 10-16 : *Delete and substitute* :—

Chart 2796.

Page 195 continued.

Coast.—Dangers.—The Nahr el Hadd enters the sea about $3\frac{1}{2}$ miles southward of Jebel (chart 2632) ; nearly 8 cables northward of the mouth of this river (*Lat.* $35^{\circ} 18' N.$, *Long.* $35^{\circ} 55' E.$) stands a conspicuous conical hill, Tell Soukas, with an elevation of 131 feet (39^m9), situated about one cable inshore.

Rās Beldet el Melik (Beldi el Melek) is situated about $1\frac{3}{4}$ miles southward of the mouth of Nahr el Hadd, on the southern side of the entrance to Nahr el Sin ; close within the point are some ruins, situated in the village of Hareissoun.

A bank, over which there are depths of considerably less than 18 feet (5^m5) in places, extends north-westward from Rās Beldet el Melik for about $1\frac{1}{4}$ miles. At the north-western extremity of this bank there is a group of rocks awash, and a similar group of dangerous rocks lies on the edge of the bank about midway between the outer group and the point ; between these groups of rocks and eastward to the coast, there are depths of as little as 11 feet (3^m4).

Chart 2796, plan of Hareissoun bay.

The bank referred to above extends southward from Rās Beldet el Melik and a depth of 11 feet (3^m4) is to be found at a distance of $1\frac{1}{2}$ cables from the point.

Hareissoun bay is a small bight in the coast between the southern extremity of Rās Beldet el Melik and a foul rocky point nearly half a mile south-south-eastward. The latter point is distinguished by a hillock, with an elevation of 64 feet (19^m5), which is situated about $1\frac{1}{4}$ cables inshore of it ; an islet, 7 feet (2^m1) high, surrounded by reef, lies three-quarters of a cable south-westward of the point, and foul ground exists between the point and the reef. A detached shoal, with a least depth of 18 feet (5^m5) over it, lies with its centre about $1\frac{1}{2}$ cables west-south-westward of the islet.

Chart 2796.

Signal station.—Lights.—Pipe-lines.—Mooring buoys.—A signal station, from which *white* lights are occasionally exhibited, is situated close to the coast nearly $1\frac{1}{2}$ miles south-eastward of Rās Beldet el Melik. The entrance to Nahr Hareissoun lies about three-quarters of a mile farther south-eastward and can be distinguished by a building, with conspicuous twin domes, which stands about $4\frac{1}{2}$ cables east-south-eastward of the river mouth.

Six submerged pipe-lines, the positions of which are indicated on the chart, extend westward from the coast between the southern entrance point of Hareissoun bay and the entrance to Nahr Hareissoun ; at the head of each pipe-line there are five mooring buoys, the positions of which are also indicated on the chart.

【The berths will accommodate the largest tankers. Vessels berth heading between south-south-west and north-west with both bower anchors down ; the holding ground is reported to be good. Vessels can berth day and night.

The Company's pilots, or Mooring Masters, will meet tankers about half a mile west-north-westward of the Boat harbour ; in good weather, and providing the vessels are suitably equipped with mooring ropes, winches and lighting, to the satisfaction of the Mooring Master, they can be berthed at night. A tug is available.】

Chart 2796, plan of Nahr Hareissoun boat harbour.

Page 195 continued.

Boat harbour.—**[Lights.**—There is] a boat harbour protected by two moles——about 3 cables south-south-eastward of the entrance to Nahr Hareissoun. The harbour, which is approached from north-ward, has an entrance about 200 feet (61^m0) in width. The northern mole extends nearly 1½ cables from the coast in a south-westerly direction, and the southern mole curves for a distance of about 3 cables in a north-westerly direction; within the harbour, a quay extends northward for about half a cable from the main part of the southern mole.

[A light is exhibited, at an elevation of 19 feet (5^m8), from a white steel structure on the head of the western mole of the boat harbour; a light is exhibited, at a similar elevation and from a similar structure, painted red, on the head of the eastern mole.]

Between the mouth of Nahr Hareissoun and the entrance to a creek, about 6½ cables south-south-eastward, depths of less than 18 feet (5^m5) are to be found fairly uniformly at a distance of about 2½ cables offshore. Off the entrance to Nahr Hareissoun shoal water, with depths of from one to 6 feet (0^m3 to 1^m8), extends nearly a cable offshore. Detached shoals, over which there are depths of from 15 to 17 feet (4^m6 to 5^m2), lie within about 3½ cables off the entrance to the creek southward of the boat harbour.

Chart 2796.

Coast.—Dangers.—The entrance to Nahr Jauber lies about 8½ cables south-south-eastward of that of Nahr Hareissoun. A shoal, with a least depth of 34 feet (10^m4) over it, lies 9 cables west-north-westward of the entrance to Nahr Jauber, and another shoal, with a least depth of 7 feet (2^m1) over it, lies with its centre about 5 cables west-south-westward of the same river entrance.

In the northern approach to the port of Baniyas (Baniyas), situated about 1½ miles southward of the entrance to Nahr Jauber, depths are very irregular; a rocky shoal, nearly 2½ cables in extent, with a least depth of 15 feet (4^m6) over it, lies with its centre about 9 cables north-north-westward of the port, and a similar shoal, about 3 cables in extent, with a least depth of 12 feet (3^m7) over it, lies with its centre about 6 cables north-north-westward of the port: a detached 17-foot (5^m2) patch lies close south-eastward of the latter shoal. The coast in this vicinity should be given a berth of at least one mile.

Line 17: After "**Baniyas.**—" insert "**Aspect.**—"

Lines 18-19: Delete "on both" to "base" and substitute "between the mouths of two rivers, the Nahr Jaam and the Nahr Baniyas, and is situated about 2 miles northward"

Lines 20-22: Delete and substitute:—

"which stands a conspicuous fortress, known as Marqab castle (*Lat.* 35° 09' N., *Long.* 35° 57' E.). About 4 cables northward of the castle there is a conspicuous dome; one mile westward of the castle, on the summit of a conical hill, there stands a conspicuous tower situated about 1½ cables inland from the coast. See views facing page 196 and on chart 2632.

In the vicinity of the port, objects which can be identified easily are:—A conspicuous minaret, close "

Lines 26-29; Delete.

Page 195 continued.

After line 35 insert :—

Coast.—**[Light.—]** Between Baniyas and Rās el Marj, $1\frac{1}{2}$ miles south-westward, the coast is fringed with reefs which extend seaward for over one cable in places, but there are no off-lying dangers. Southward of Rās el Marj the adjacent waters have only been partially surveyed and the coast should be approached with caution.

Line 36 : Delete “Coast.—”

Line 38 : For “square black” read “black square”

Line 40 : After “196” insert “and on chart 2632”

After line 45 insert :—

[Harf-es-Salib light is exhibited, at an elevation of 302 feet (92^m0), from a white concrete tower, 33 feet (10^m1) in height, about $5\frac{1}{2}$ cables south-westward of the conspicuous black tower about $2\frac{1}{2}$ cables eastward of Rās el Burj.]

Chart 2632.

[Page 198.—After line 12 insert :—

A conspicuous factory stands on the coast about $3\frac{1}{2}$ miles south-south-westward of the summit of El Kulat.]

[Page 200.—After line 16 insert :—

Near the Port Office is Sheikh Affan jetty, of concrete piles and with depths of from 5 to 18 feet (1^m5 to 5^m5) alongside.]

[Lines 30-31 : Delete “About” to “oil.”]

[After line 38 insert :—

There is a small American Mission hospital.]

[Page 201.—Line 17 : After “annually.” insert :—There is a small jetty here with a depth of 12 feet (3^m7) at its head, alongside which small coasters can lie. By day the cement works usually emit a dense cloud of white smoke visible many miles.]

[Page 202.—Line 33 : Add :—In 1953 the hospital was reported to be non-existent.]

[Line 38 : After “stands” insert “on a white conical base”]

[Page 203.—Line 22 : After “by a” insert “railway bridge about 2 cables and by a road”]

[Line 24 : After “Buoys.—” insert “Beacon.—”]

Lines 33-36 : Delete “two” to “ends” and substitute “a pipe-line runs northward for a distance of about 2 cables. Three white can buoys are moored in the vicinity of the pier, and three white conical buoys are moored off the head of the pipe-line where”

[Line 44 : After “(0^m6)” insert “and is marked by a beacon”]

Page 204.—[Line 29 : After “point ;” insert “in 1953 a convent, with a tower higher than the water tower, was being built close to the latter, with which it should not be confused ;”]

Line 42 : After “visible” insert “; and a radio mast, consisting of a red iron framework tower with white bands, 150 feet (45^m7) in height, which stands about $2\frac{1}{2}$ cables north-north-westward] of the clock tower”

Page 204 continued.

【Lines 48-49: *Delete* “light” to “height,” and *substitute* “conspicuous disused lighthouse, painted white and 23 feet (7^m0) in height, stands”】

【Lines 51-52: *Delete* “; this” to “town”】

【Line 53: *After* “exhibited” *insert* “, at elevations of 47 feet (14^m3)”】

【*After* line 53 *insert* :—

Red and white fixed lights, disposed vertically, are exhibited from the radio mast about 6 cables north-eastward of the main light-tower.

A light is exhibited, at an elevation of 54 feet (16^m5), from a white iron structure, 16 feet (4^m9) in height, on Quarantine point.

For air lights southward of Beirut see page 207.】

【**Page 205.**—Lines 14-15: *Delete* “its” to “disc;”】

【**Page 206.**—Lines 3 and 7: *For* “lighthouse” *read* “disused lighthouse”】

【Line 32: *Delete* “not”】

Page 207.—【Line 22: *After* “COAST.—” *insert* “Lights.—”】

【*After* line 31 *insert* :—

Two lights, for the use of aircraft, are exhibited, at an elevation of about 138 feet (42^m1), from the top of the control tower of Beirut airport, about 4½ miles southward of Râs Beirut light-tower.】

After line 43 *insert* :—

Charts 2633, 2794.

【*After* line 47 *insert* :—

See view facing this page.】

Line 51: Add:—A shoal, with a depth of 17 feet (5^m2) over it, lies about 1½ cables west-north-westward of the river entrance; Firefly rock, 6½ cables farther south-westward, is referred to on page 208.

Page 208.—Lines 2-5: *Delete* “Danger” to “(Saida)” and *substitute* “Sidon.—Dangers.—Light.—Sidon”

Line 14: Delete “about” to “high.” and *substitute* “20 feet (6^m1) high. The island lies on a rocky bank, with depths of less than 18 feet (5^m5) over it, which extends north-north-westward for about 6 cables from Château de la Mer; a depth of 27 feet (8^m2) exists about 1¼ cables northward of the bank.

Firefly rock, with a least depth of 24 feet (7^m3) over it, lies 5½ cables north-eastward of the northern extremity of Ziri.”

Lines 18-22: Delete.

Line 23: For “Ziri” *read* “the rocky bank on which Ziri lies”

Line 25: Delete “Light.—”

Lines 27, 31 and 35: Delete “island”

After line 35 *insert* :—

Chart 2633.

【*Line 38: Delete* “See” to “2633.” and *substitute* :—

See view facing page 207.】

Chart 2794.

After line 51 *insert* :—

Coast.—Depths.—Shoal.—Light-buoy.—Between Ras Abarou, a rocky point situated about 4 cables south-south-westward of the

To face page 207 of Book.
" " 30 of Supplement.



View taken from C 16 miles 276° from Sidon. Sidon.

Sidon bearing 096°, distant 16 miles.

View of the coast in the vicinity of Sidon from westward.

(Original dated prior to 1863.)

Page 208 continued.

Chateau de St. Louis at Sidon, and the mouth of Nahr Zahrani, nearly 4 miles south-south-westward, the 6-fathom (11^m0) line lies at a fairly uniform distance of about half a mile offshore. Two swept areas, situated approximately outside the 10-fathom (18^m3) line, are indicated on the chart in this vicinity; the inner one, swept to a depth of 39 feet (11^m9) in 1950, lies about three-quarters of a mile off-shore: the outer one, swept to a depth of 49 feet (14^m9) in 1950, lies with its outer edge nearly 1½ miles offshore.

A rocky shoal, with a depth of 31 feet (9^m4) over it, lies nearly 1¼ miles west-north-westward of a railway bridge which crosses the mouth of Nahr Zahrani. A red can light-buoy, exhibiting a *red flashing light every four seconds*, is moored about 3½ cables northward of this shoal.

A water tank, painted in black and white stripes, on a tower, standing at an elevation of 459 feet (139^m9), is situated about 9½ cables east south-eastward of Nahr Zahrani railway bridge, just over 3½ miles east-north-eastward of Ras ech Chaq (*Lat. 33° 28' N., Long. 35° 17' E.*). South-eastward of the water tower there is a prominent group of aluminium-coloured oil tanks, the tops of which have an average elevation of 410 feet (125^m0).

Radiobeacon and radio masts.—Lights.—A radiobeacon is situated, about 1½ cables inshore, 5½ cables north-eastward of the mouth of Nahr Zahrani; the radiobeacon consists of a framework, tower, painted red and white, with an elevation of 184 feet (56^m1). A *red flashing* obstruction light marks the top of the tower and a *red fixed* light is exhibited at intervals of 45 and 90 feet (13^m7 and 27^m4) below the *red flashing* light. Close north-north-eastward of the radiobeacon there is a group of radio towers with an elevation of about 104 feet (31^m7).

About 2 cables northward of the radiobeacon an L-shaped boat jetty projects from the coast in a north-westerly direction for about 2 cables; there are charted depths of 16 to 17 feet (4^m9 to 5^m2) alongside the outer part of the jetty.

Another group of radio towers, also with an elevation of 104 feet (31^m7), stands on the northern side of the entrance to Nahr Zahrani, about 4½ cables south-westward of the radiobeacon.

Restricted area.—Pipe-lines.—[Lights.—]Buoyage.—Anchorage.—Caution.—A restricted area, indicated by pecked lines on the chart, exists off the coast between Sidon and the mouth of Nahr Zahrani; its outer limits lie within the outer of the two swept areas referred to above. A can light-and-whistle-buoy, painted in black and white bands, and exhibiting a *white flashing light every four seconds*, known as the Terminal Sea buoy, is moored on the outer edge of the restricted area about 2 miles north-north-westward of the radiobeacon. The north-western and south-western limits of the area are each marked by a white spar buoy, moored about 6¼ cables north-westward of Ras Abarou, and one mile north-north-westward of the mouth of Nahr Zahrani, respectively.

Within the restricted area, four pipe-lines extend north-westward for nearly one mile from the coast, and, in 1950, two more pipe-lines were projected. The pipe-lines are laid nearly 4 cables apart and their seaward ends are each marked by a small spar buoy; numerous

Page 208 continued.

mooring buoys lie off the head of each pipe-line for berthing purposes. The southernmost of these pipe-lines, the moorings at the head of which are known as Berth No. 1, extends from the coast from a position just over one mile north-eastward of the mouth of Nahr Zahrani; Berths Nos. 2, 3 and 4, all indicated on the chart, lie north-north-eastward of Berth No. 1.

【 No. 4 can light-and-bell-buoy, exhibiting a *green occulting light every two seconds*, is moored in the vicinity of No. 4 berth; the light on this buoy is exhibited only when vessels are manoeuvring in the immediate vicinity of Nos. 3 and 4 berths.

Two leading lights are exhibited for each berth in the vicinity of the radiobeacon; they are exhibited only when vessels are berthing.

An anchoring beacon stands on the coast about $1\frac{3}{4}$ cables north-eastward of the inshore end of the pipe-line at each berth; these beacons are flood-lit at night when vessels are berthing.】

Good anchorage for vessels awaiting a berth is obtainable west-south-westward of the Terminal Sea buoy, in depths of from 16 to 20 fathoms (29^m2 to 36^m6).

Vessels should not anchor inside the restricted area unless instructed so to do by the Berthing master.

Chart 2633.

Line 52: *For "Sidon and Tyre, 19" read "the mouth of Nahr Zahrani and Sour, about 15"*

Page 209.—Line 1: *For "2794" read "2633"*

Lines 4-6: *Delete.*

Lines 7-8: *Delete "9" to "Sidon" and substitute "4½ miles south-westward of the mouth of Nahr Zahrani"*

Line 34: *For "Tyre.—Tyre" read "Sour.—Sour"*

Line 39: *For "Tyre" read "Sour"*

Page 210.—Lines 3, 19, 33, 45, 47 and 51; *For "Tyre" read "Sour"*

Line 32; *For "Tyre" read "Sour"*

Upper view facing page; *For "Tyre" read "Sour"*

Page 211.—Lines 3, 7; *For "Tyre" read "Sour"*

Page 214.—Line 24; *For "35°" read "34°"*

Line 31; *For "528 feet (160^m9) high" read "with an elevation of 528 feet (160^m9)"*

Page 215.—Line 14; *For "py on" read "pylon"*

Line 45; *Delete and substitute;—*

"one mile east-north-eastward of the head of the main breakwater; the northern side of the wreck is marked by a green conical light-buoy exhibiting a green flashing light every ten seconds."

Page 216.—Line 2; *For "36-foot (11^m0)" read "37-foot (11^m3)"*

Line 54; *For "Pilotage" read "Vessels on arrival should display the pilot flag and await the pilot; pilotage"*

Page 217.—After line 3 insert ;—

Regulations.—Special regulations, governing a vessel's stay in harbour, are in force : a copy of the regulations should be obtained on arrival from the harbour authorities.

Line 17 ; *Add* :—A floating crane is available.

[After line 22 insert ;—

Storm signals.—The following storm signals are shown from the flagstaff at the Port Office ;—

By day.	At night.	Meaning.
(a) A black ball.	A <i>green</i> light.	Strong wind expected.
(b) A black cone, point up.	Two <i>red</i> lights, disposed vertically.	Gale from NW expected.
(c) A black cone, point down.	Two <i>white</i> lights, disposed vertically.	Gale from SW expected.
(d) Two black cones, points up.	A <i>red</i> light over a <i>white</i> light.	Gale from NE expected.
(e) Two black cones, points down.	A <i>white</i> light over a <i>red</i> light.	Gale from SE expected.

Note.—The signal in (a) is a provisional warning of wind from an undefined direction of force 5 to 7 in the Beaufort scale.

The signals in (b) to (e) denote that a wind of force 8, or more, is expected within a distance of from 50 to 100 miles and usually within 10 hours of hoisting the signal which will be hauled down when the storm has passed.v]

Lines 50-51 : *Delete* " A light " to " lighthouse."

[Page 218.—Line 41 : *For* " 2634 " *read* " 1591 "]

[Page 219.—Line 1 : *For* " 2634 " *read* " 1591 "]

[Page 220.—Line 43 : *Delete* " there " to " boat " and *substitute* " the supply is limited "]

[Line 46 ; *Delete* " 1946 " to " 184.000 " and *substitute* " 1953, a population of 375,000 including Jaffa "]

[Lines 49-50 : *Delete* " 1946 " to " 102,000 " and *substitute* " 1953, had a population of 375,000 including Tel Aviv "]

Page 235.—Cyrenaica : *Above* " Government . . . 1 " *insert* " Coastal current . . . 84 "

[Page 247.—*For* " Petra tou Ramiou " *read* " Petra tou Romiou "]

NEW AND ALTERED NAMES

The following list gives new names and alterations in old names which will be adopted in all Hydrographic publications affected as opportunity occurs :—

New name	Page of Pilot	Obsolete name (in the case of an alteration)
Abarou Rās	208	—
Azzaz, Sidi	51	—
Banias, Nahr	195	—
【Benghazi	67, 70	Bengàsi】
【Çamlı burun	137	Dactylo burun】
Chaq, Rās ech	208	—
【Eren tepe	137	Taxis dağ】
【Fethiye adası	139	Megri adası】
【Gemile adası	140	Kemli adası】
【Giuliana, Rasif	70	Cattedrale, Banchina】
Gunima, Wadi	51	—
Hareissoun bay	195	—
Hareissoun, Nahr	195	—
【Harf-es-Salib	195	—】
【Hariga, Mengár el	81	—】
Jaam, Nahr	195	—
Jaoubar, Nahr	195	—
【Kantara castle	191	—】
【Katrancık adası	137	Katrancı adası】
【Kızıl dağ	137	—】
【Libya No. 2, Rasif	70	New Zealand, Banchina】
【Libya, No. 3, Rasif	67, 70	Vasey, Banchina】
Mandraki bay	143	—
Marj, Rās el	195	—
【Mavroli pier	186	—】
【Mikhalos, Ayios	191	—】
Nahr el Hadd	195	—
Sidi el-Munir	51	—
Soukas, Tell	195	—
Sour	208	Tyre
【Therapon, Ayios	191	—】
Xera cove	145	—
【Yorgun köyü	208	Yogun cove】
Zahrani, Nahr	208	—

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